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It is interesting to observe that practically one-half of the second part of this book is devoted to commerce and industry. By actual count, of the 64 column inches devoted to the New England States, exclusive of the general map and questions, 47 inches, or three-fourths of the space, are devoted to matters pertaining to commerce and industry. In the opinion of the reviewer, this is as it should be. In the secondary schools two sciences are competing for the right to teach industrial facts—geography and economics. Economics presents the facts of industry in a logical system, the plan of which depends upon the observed interdependencies of economic forces. The growth of such a subject as commercial geography, lying between geography and economics, has been possible because general geography on the one hand has been heretofore lacking in its treatment of the life of man as influenced by the earth, and economics has been as an entire science difficult for youthful minds to master and lacking in an account of the production of wealth. Two forces are now at work, however. Recent texts on general geography are increasing the attention paid to the life of man in its relation to the earth, and the use of facts such as are found in commercial geographies is one sign of this. On the other hand, in economics, there is a group of investigators at work systematizing the study of the production of wealth and preparing this subject so that commerce and industry may be studied in the secondary schools in a few years, after the manner of economics—that is, on a logical not a geographical plan, and yet without obliging the student to take up many of the intricate conceptions of value and distribution.

The final and proper adjustment is that the student should become reasonably familiar with the industrial conditions of various parts of the world—that is, with the geographical aspect of industry, in his general geography, and so be fitted to take up the logical study of the forces controlling commerce and industry in the study of the production of wealth, which, in turn, will lead to other parts of economics. The abundant material on the geography of industry, found in Professor Dodge's geography, is one of many signs of his clear analysis of the progress and adjustment of geographical studies.

E. D. J.

*Die überseeische Auswanderung der Chinesen und ihre Einwirkung auf die weisse und gelbe Rasse.* By H. Gottwaldt. viii and 130 pp. Max Nössler, Bremen, 1903.

Dr. Gottwaldt gives the history of Chinese migration from early times. The movement persisted in spite of Government prohibi-

tion. For generations Chinese emigrants who returned home were liable to severe punishment, and even to the infliction of the death penalty. Theoretically the laws of the empire forbidding emigration were nullified in 1860 by the treaty between Great Britain and China, in accordance with which the Mandarins of all the provinces were instructed to permit Chinese subjects to make labour contracts with foreign employers and to emigrate to the British colonies and other foreign lands. The author describes the growth of the outbound movement to North and South America and other countries, the opportunities offered to these emigrants and their social condition abroad, the great movement of Chinese population along the southern coasts of Asia, and the extent to which women participated in it, four-fifths of them belonging to the most unfortunate class of their sex.

Emigration has had little importance in its political effect upon China. A considerable part of the emigrants have become subjects of the Government under whose rule they are living, and this is especially the case in the Asiatic countries.

The writer considers in detail the position of the Chinese in each of the countries to which they are admitted, and finds from the best available statistics that the total number living in foreign lands is distributed as follows: Formosa, 2,600,000; Siam, 2,500,000; Malay Peninsula, 985,000; Sunda Archipelago, 600,000; Hongkong, 274,543; America, 272,829; Indo-China, 150,000; Philippines, 80,000; Macao, 74,568; Burma, 40,000; Australasia, 30,000; Asiatic Russia, 25,000; Japan, 7,000; Korea, 3,710—total, 7,642,650.

The writer gives many reasons for believing that the so-called "yellow danger" is merely a bugbear. Emigration treaties and regulations are given in the appendix. Mr. Gottwaldt has developed his subject in a most thorough and systematic manner. His monograph is the outcome of laborious study, and throws much light upon a very interesting phase of human migration.

*A Yankee on the Yangtze.* By William Edgar Geil. xv and 312 pp., and 100 full-page illustrations. No index. A. C. Armstrong & Son, New York, 1904. (Price, \$1.50.)

This is the narrative of a journey up the Yangtse River and through the western mountains of China to Burma. It is a plain story of what the author saw on his way—of the country, inhabitants, and missionaries, especially the latter. He testifies to the culture, kindness, and common sense of the missionary body as